



U.S. Department
of Transportation

**Federal Aviation
Administration**

Memorandum

Subject: **Record of Conversation**

Date: December 8, 2003

From: Nan Shellabarger, Deputy Director,
Aviation Policy and Plans,
Federal Aviation Administration

Reply to
Attn. of:

To: Department of Transportation,
Docket Management System,
Docket Nbr. FAA-1999-6717, Notice
of Proposed Rulemaking for
Extended Operations (ETOPS) of
Multi-Engine Airplanes

Conversation between Mr. Tony Broderick, consultant to Airbus, and Nan Shellabarger, Deputy Director, Office of Aviation Policy and Plans, Federal Aviation Administration.

On Wednesday, December 3, 2003, Mr. Tony Broderick telephoned me. He wanted to discuss the regulatory evaluation as summarized in the Notice of Proposed Rulemaking for Extended Operations (ETOPS) of Multi-Engine Airplanes. The NPRM was posted in the DOT docket system on November 10, 2003.

Mr. Broderick reviewed his opinion of the major elements of cost and cost savings as summarized in Table 3 on page 64779 of the Federal Register Notice. My understanding of his major points are:

- The projection of new 2-engine operators starting up ETOPS is unrealistic.
- The "cost savings" for 3-engine operators is really a cost incurred, as current rules do not restrict those operations.
- Likewise for part 135 operators, the "cost savings" is really a cost incurred, because contrary to the assertion in the NPRM preamble, part 135 operators currently operate in ways that would be restricted by the rules.
- Therefore, our contention that this proposed rule would save the industry money is wrong.

I said that I would look into these issues and thanked him for bringing them to my attention. I also urged him to submit his comments to the docket and informed him I would be documenting our conversation.